

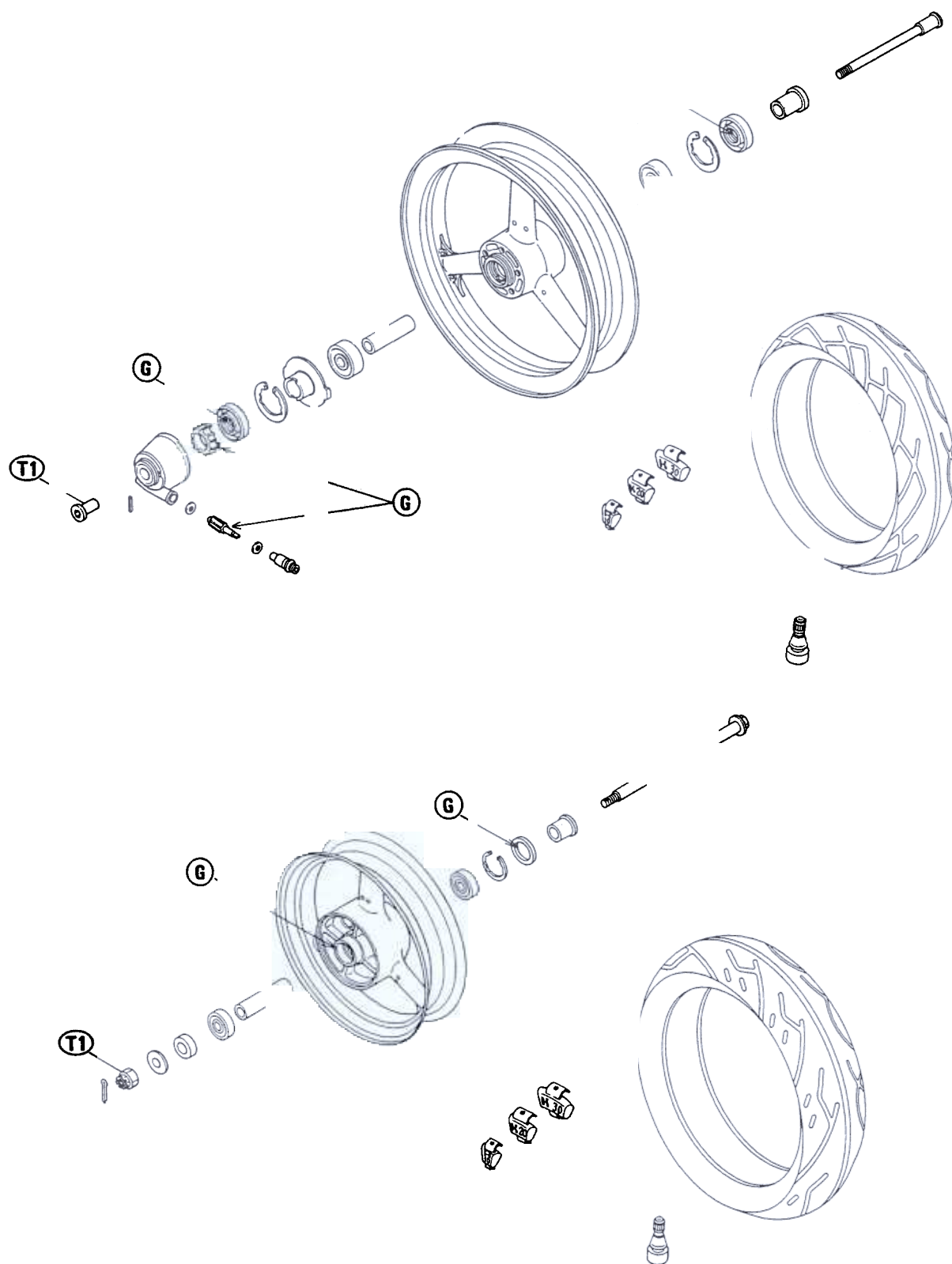
Wheels / Tires

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9-2 WHEELS / TIRES

Exploded View



T1: 11 N·m (11.0 kg·m, 80 ft·lb)

G : Apply grease.

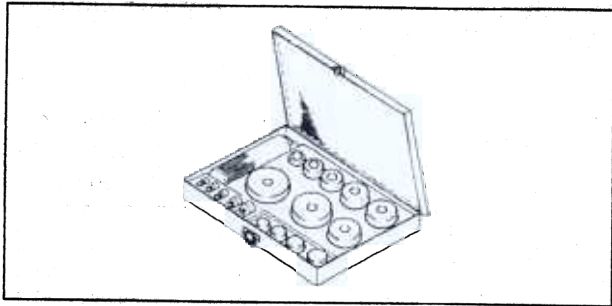
Specifications

Item	Standard	Service Limit
Wheels:		
Rim runout (with tire installed):		
Axial	---	0.5 mm
Radial	---	0.8 mm
Axle runout/100 mm	Under 0.05 mm	0.2 mm
Tires:		
Air pressure (when cold):		
Front	225 kPa (2.25 kg/cm ² , 32 psi)	---
Rear	250 kPa (2.50 kg/cm ² , 36 psi)	---
Tread Depth:		
Front	4.0 mm	1 mm
Rear	6.0 mm	2 mm
		(Up to 130 km/h)
		3 mm
		(Over 130 km/h)
Standard tire: Front: Size, Type	120/60 VR17 TUBELESS	---
Make	DUNLOP K510F	---
	BRIDGESTONE CYROX-17	---
Rear: Size, Type	160/60 VR17 TUBELESS	---
Make	DUNLOP K510	---
	BRIDGESTONE CYROX-16	---

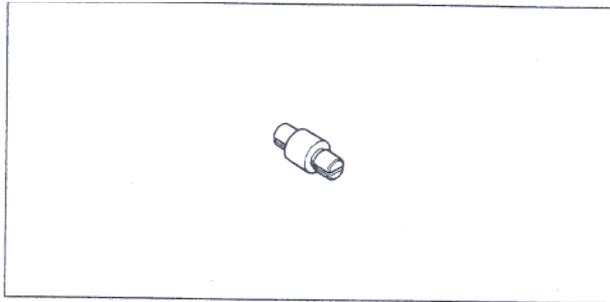
9-4 WHEELS / TIRES

Special Tools

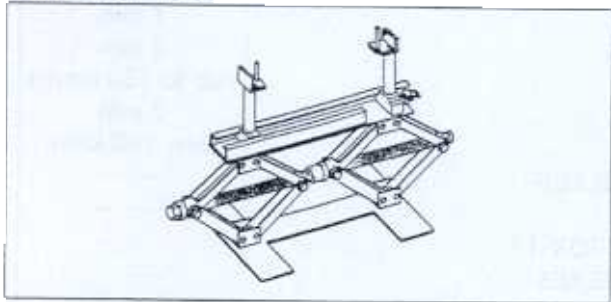
Bearing Driver Set: 57001-1129



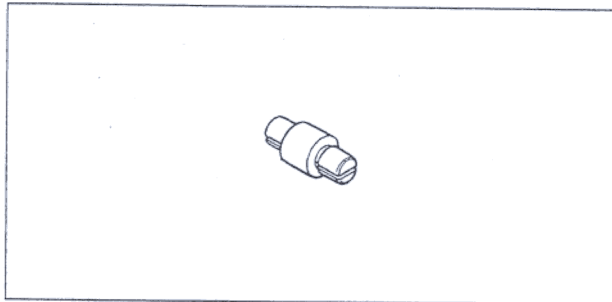
Bearing Remover Head, $\phi 15 \times \phi 17$: 57001-1267



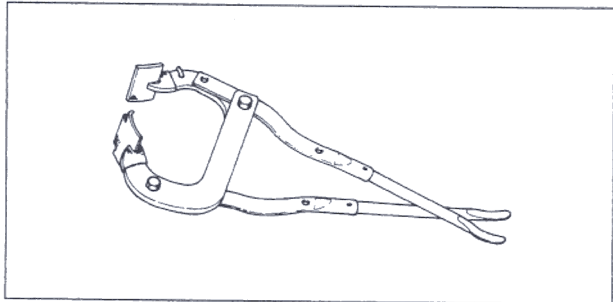
Jack: 57001-1238



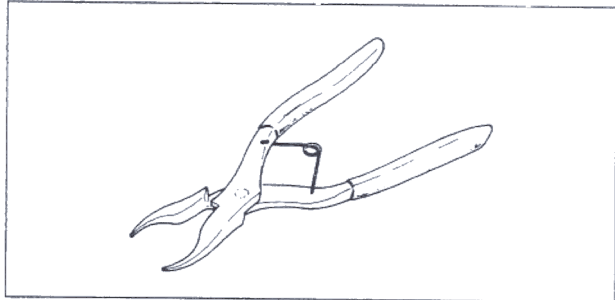
Bearing Remover Head, $\phi 20 \times \phi 22$: 57001-1293



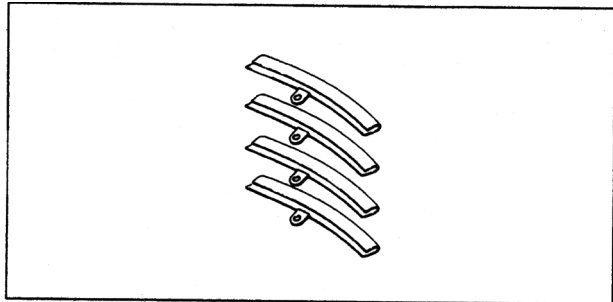
Bead Breaker Assembly: 57001-1072



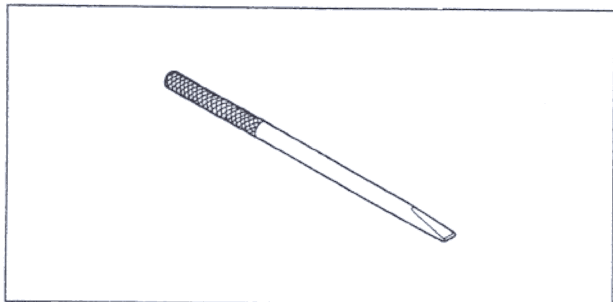
Inside Circlip Pliers: 57001-143



Rim Protector: 57001-1063



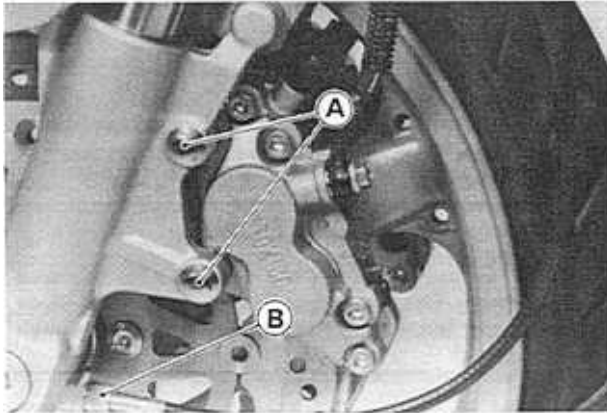
Bearing Remover Shaft: 57001-1265



Wheels (Rims)

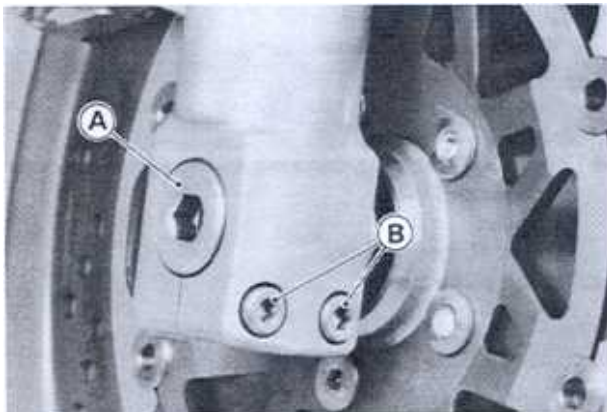
Front Wheel Removal

- Remove the following.
 - Lower Fairings (see Frame chapter)
 - Speedometer Cable Lower End
 - Right and Left Brake Calipers



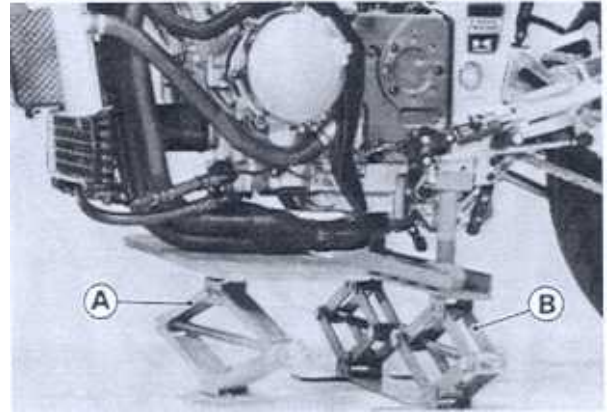
A. Caliper Mounting Bolts
B. Speedometer Cable Lower End

Right Side Axle Clamp Bolts (Loosen)
Axle (Loosen)



A. Axle
B. Axle Clamp Bolts

- Using the jack (special tool) and a stand, raise the front wheel off the ground.



A. Jack or Stand

B. Jack: 57001-1238

- Pull out the axle to the right and drop the front wheel out of the forks.

CAUTION

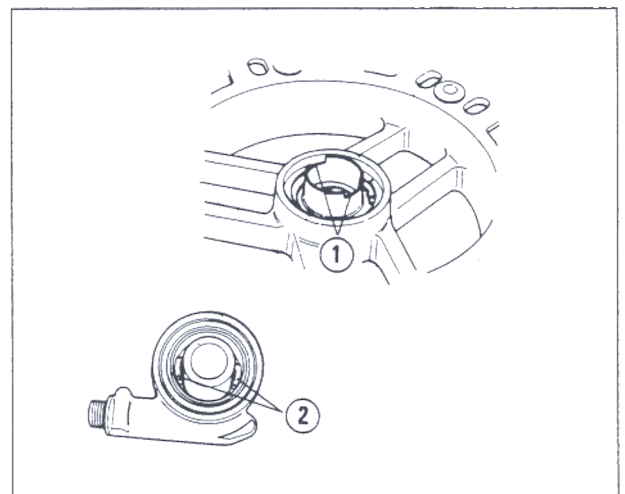
Do not lay the wheel down on one of the discs. This can damage or warp the disc. Place blocks under the wheel so that the disc does not touch the ground.

Front Wheel Installation

- Installation is the reverse of removal. Note the following.

NOTE

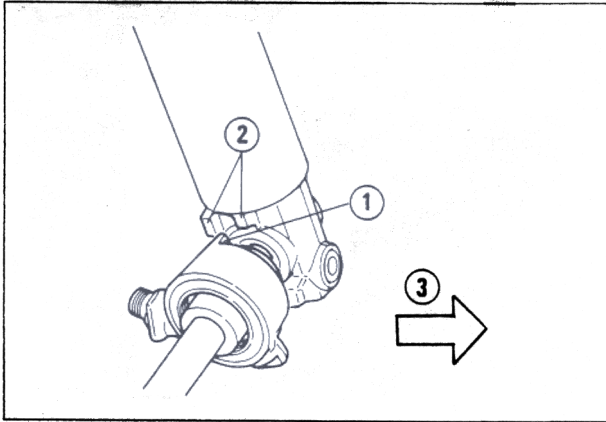
- Put the speedometer gear drive onto the wheel hub notches, then install the housings that it fits in the drive notches.
- Fit the speedometer gear housing stop in the fork leg stop.



1. Notches

2. Projections

9-6 WHEELS / TIRES



- 1. Housing Stop
- 2. Fork Leg Stop
- 3. Front

○ Fit the collar in the right side of the hub.

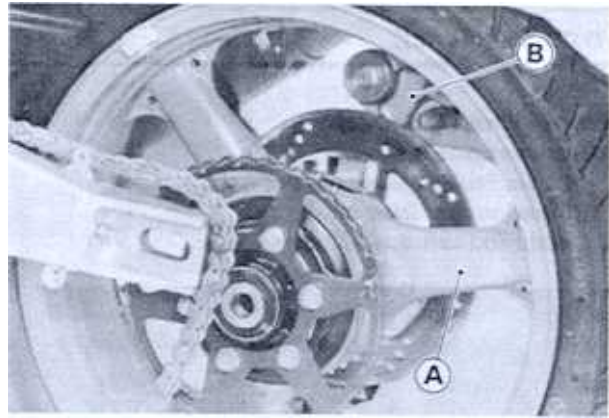
- Apply grease to the speedometer gear and hub grease seal.
- Tighten the following fasteners to the specified torque (see Exploded View).
 - Axle Nut
 - Axle Clamp Bolts
 - Caliper Mounting Bolts
- Check the front brake.

⚠ WARNING

Do not attempt to drive the motorcycle until a full brake lever is obtained by pumping the brake lever until the pads are against the disc. The brakes will not function on the first application of the lever if this is not done.

Rear Wheel Removal

- Remove the following.
 - Chain Case
 - Rear Caliper
 - Cotter Pin and Axle Nut
- Remove the drive chain from the rear sprocket toward the left (see Final Drive chapter).
- Pull out the axle.
- Move the rear wheel back and remove the caliper bracket installed.



A. Rear Wheel

B. Rear Caliper Bracket

CAUTION

Do not lay the wheel on the ground with the disc facing down. This can damage or warp the disc. Place blocks under the wheel so that the disc does not touch the ground.

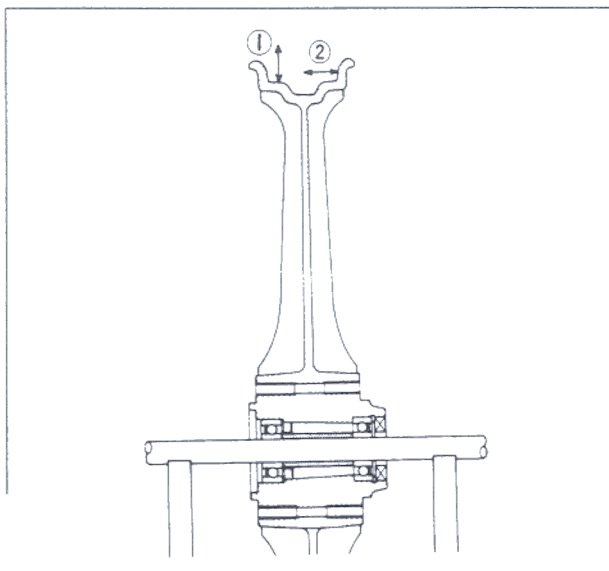
Rear Wheel Installation

- Installation is the reverse of removal. Note the following.
- Apply grease to the following.
 - Coupling Grease Seal
 - Wheel Hub Grease Seal
 - Caliper Holder Pivot
- Adjust the drive chain after installation (see Final Drive chapter).
- Tighten the following fasteners to the specified torque (see Exploded View).
 - Axle Nut
 - Caliper Mounting Bolts
- Check the rear brake.

Wheel Inspection

- Remove the tire from the wheel (see Tire Removal).
- Measure the rim runout by using the dial gauge.

Rim Runout



1. Radial Runout

2. Axial Runout

- ★ If rim runout exceeds the service limit, check the wheel bearings (see this chapter).
- ★ If the problem is not due to the bearings, the wheel must be replaced.

Axial Runout

Service Limit: 0.5 mm

Radial Runout

Service Limit: 0.8 mm

⚠ WARNING

Never attempt to repair a damaged wheel. If there is any damage besides wheel bearings, the wheel must be replaced to insure safe operational condition.

Balance Weight Installation

- Check if the weight portion has any play on the blade-and-clip plate.
- ★ If it does, discard it.
- Lubricate the balance weight blade, tire bead, and rim flange with a soap and water solution or rubber lubricant. This helps the balance weight slip onto the rim flange.

CAUTION

Do not lubricate the tire bead with engine oil or petroleum distillates because they will deteriorate the tire.

- Install the balance weight on the rim.
- Slip the weight on the rim flange by pushing or lightly hammering the weight in the direction shown in the figure.

- Check that the blade and weight seat fully on the rim flange, and that the clip is hooked over the rim ridge and reaches rim flat portion.

⚠ WARNING

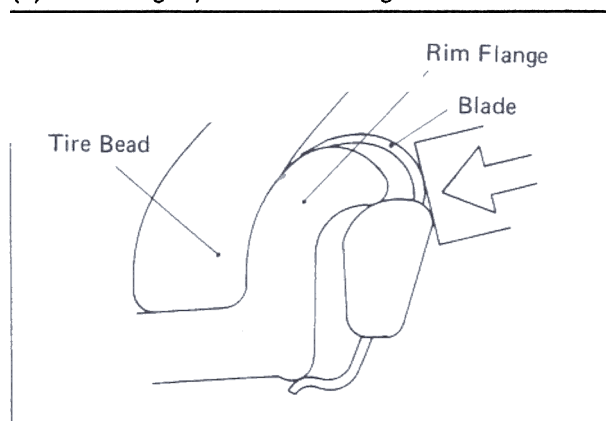
If the balance weight has any play on the rim flange, the blade and/or clip have been stretched. Replace the loose balance weight.
Do not reuse used balance weight.

Balance Weight

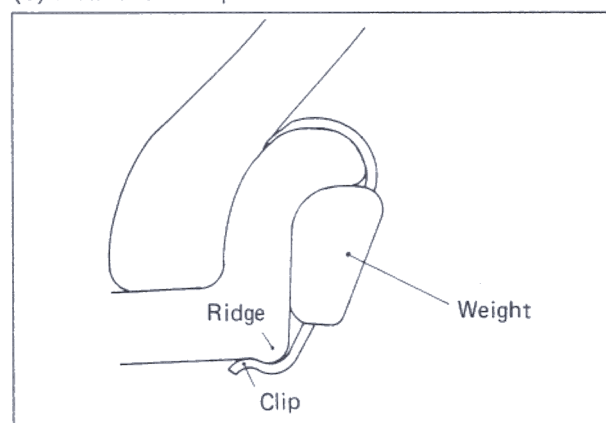
Part Number	Weight(grams)
41075-1014	10
41075-1015	20
41075-1016	30

Installing Balance Weight

- (a) Press or lightly hammer the weight in.



- (b) Installation completed.



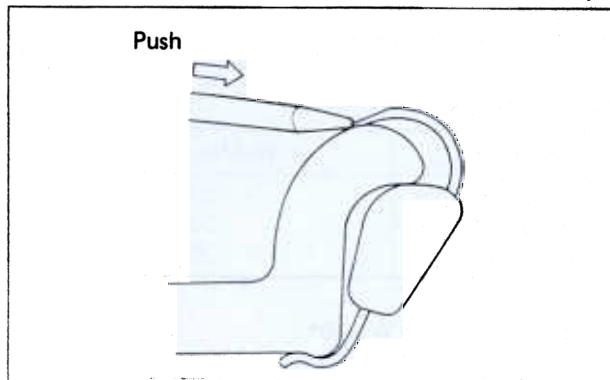
9-8 WHEELS / TIRES

Balance Weight Removal

(a) When the tire is not on the rim.

- Push the blade portion toward the outside with a regular tip screw driver, and slip the weight off the rim flange.
- Discard the used balance weight.

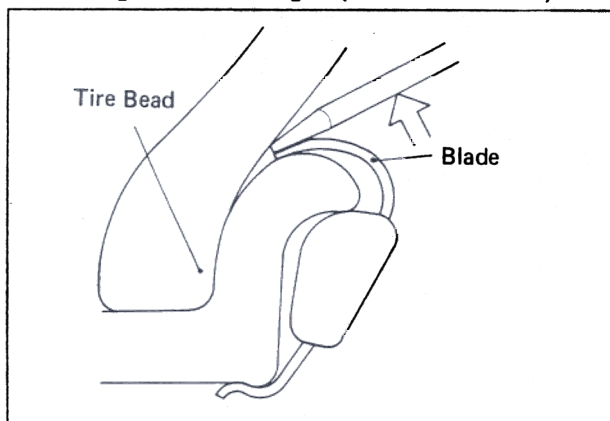
Removing Balance Weight (without tire on rim)



(b) When the tire is on the rim.

- Pry the balance weight off the rim flange using a regular tip screw driver as shown in the figure.
- Insert a tip of the screw driver between the tire bead and weight blade until the end of the tip reaches the end of the weight blade.
- Push the driver grip toward the tire so that the balance weight slips off the rim flange.
- Discard the used balance weight.

Removing Balance Weight (with tire on rim)



Tires

Tire Air Pressure Inspection

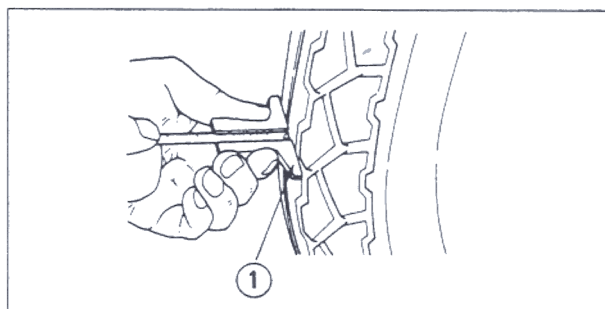
NOTE

- Measure the tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than a mile during the past 3 hours).

Front	Up to 181 kg (401 lb)	225 kPa (2.25 kg/cm ² , 32 psi)
Rear	Up to 181 kg (401 lb)	250 kPa (2.50 kg/cm ² , 36 psi)

Tire Inspection

- Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage.
- Measure the tread depth at the center of the tread with a depth gauge.



1. Depth Gauge

- ★ If any measurement is less than the service limit, replace the tire.

Tire Tread Depth

Front

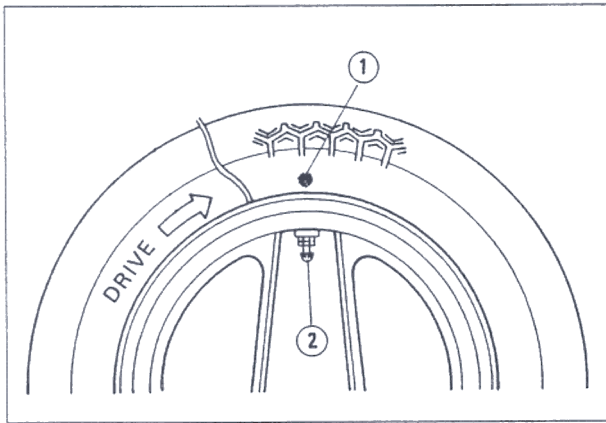
Standard 4.0 mm
Service Limit 1 mm

Rear

Standard 6.0 mm
Service Limit 2 mm (Up to 130 km/h)
3 mm (Over 130 km/h)

Removal

- Remove the following.
 - Wheel (see this chapter)
 - Disc(s)
 - Valve Core (let out the air)
- To maintain wheel balance, mark the valve stem position on the tire with chalk so that the tire can be reinstalled in the same position.



1. Chalk Mark or Yellow Mark 2. Valve Stem

- Lubricate the tire beads and rim flanges on both sides with a soap and water solution or rubber lubricant. This helps the tire beads slip off the rim flanges.

CAUTION

Never lubricate with engine oil or petroleum distillates because they will deteriorate the tire.

- Remove the tire from the rim using a suitable commercially available tire changer.

NOTE

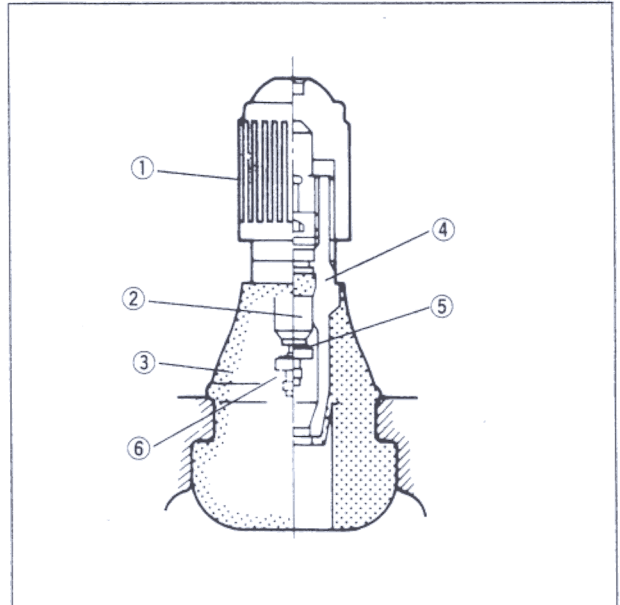
- *The tires cannot be removed with hand tools because they fit the rims too tightly.*

Installation

- Inspect the rim and tire, and replace them if necessary.
- Clean the sealing surfaces of the rim and tire, and smooth the sealing surfaces of the rim with a fine emery cloth if necessary.
- Remove the air valve and discard it.

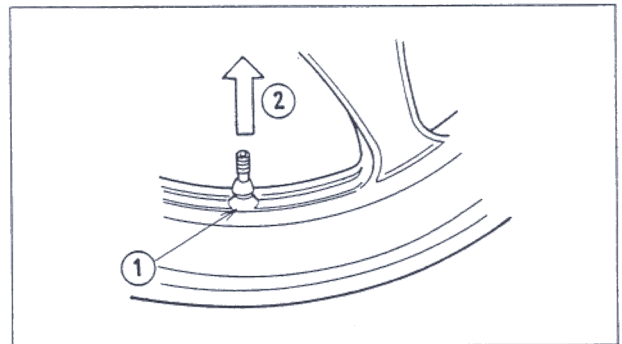
CAUTION

Replace the air valve whenever the tire is replaced. Do not reuse the air valve.



1. Plastic Cap 4. Valve Stem
2. Valve Core 5. Valve Seat
3. Stem Seal 6. Valve Opened

- Install a new valve in the rim.
- Remove the valve cap, lubricate the stem with a soap and water solution, and pull the stem through the rim from the inside out until it snaps into place.



1. Apply soap and water solution.
2. Pull the stem out.

CAUTION

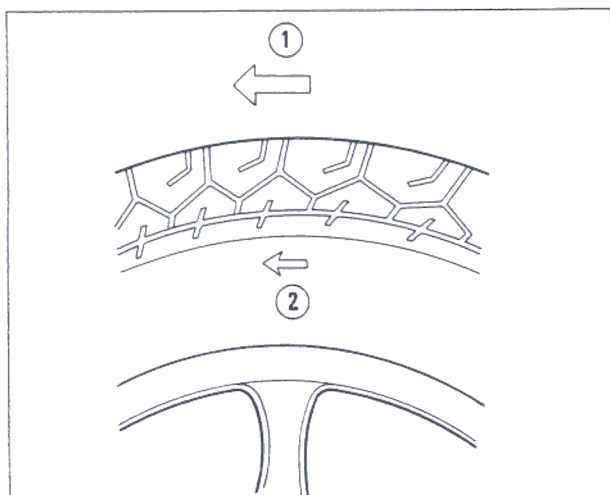
Do not use engine oil or petroleum distillates to lubricate the stem because they will deteriorate the rubber.

- Apply a soap and water solution, or rubber lubricant to the rim flange and tire beads.
- Check the tire rotation mark on the front and rear tires and install them on the rim accordingly.

NOTE

- *The direction of the tire rotation is shown by an arrow on the tire sidewall.*

9-10 WHEELS / TIRES



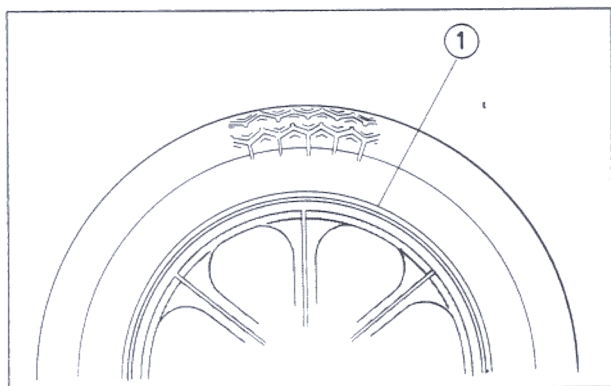
1. Rotation Direction
2. Rotation Mark (Arrow)

- Position the tire on the rim so that the valve is at the tire balance mark (the chalk mark made during removal, or the yellow paint mark on a new tire).
- Install the tire on the rim using a suitable commercially available tire changer.
- Lubricate the tire beads and rim flanges with a soap and water solution or rubber lubricant to help seat the tire beads in the sealing surfaces of the rim while inflating the tire.
- Center the rim in the tire beads, and inflate the tire with compressed air until the tire beads seat in the sealing surfaces.

⚠ WARNING

Be sure to install the valve core whenever inflating the tire, and do not inflate the tire to more than 400 kPa (4.0 kg/cm², 57 psi). Overinflation can explode the tire with possibility of injury and loss of life.

- Check to see that the rim lines on both sides of the tire sidewalls are parallel with the rim flanges.



Rim Line

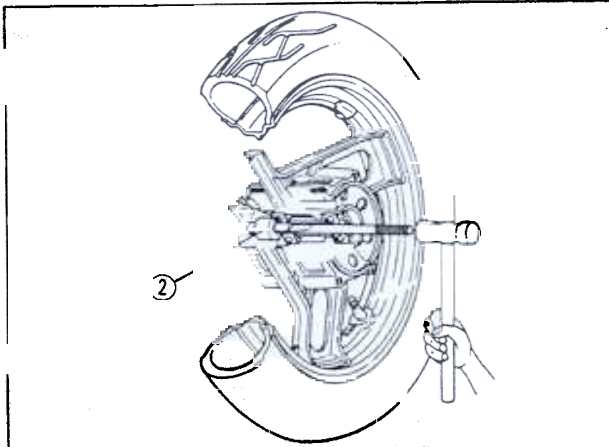
- If the rim flanges and tire sidewall rim lines are not parallel, remove the valve core. Lubricate the rim flanges and tire beads. Install the valve core and inflate the tire again.

- After the tire beads seat in the rim flanges, check for air leaks. Inflate the tire slightly above standard inflation. Use a soap and water solution or submerge the tire, and check for bubbles that would indicate leakage.
- Adjust the air pressure to the specified pressure (see Tire Inspection).
- Install the brake disc(s) so that the disc rotation mark aligns with the tire rotation (see Brake System chapter).
- Adjust the wheel balance.

Hub Bearings

Removal

- Remove the following.
 - Wheel (see this chapter)
 - Oil Seals and Circlips
- Use the bearing remover (special tool) to remove the hub bearings



1. Bearing Remover Shaft: 57001-1265
2. Bearing Remover Head

CAUTION

Do not lay the wheel on the ground with the disc facing down. This can damage or warp the disc. Place blocks under the wheel so that the disc does not touch the ground.

Installation

- Install the bearings by using the bearing driver set (special tools: 57001-1129).

NOTE

- Install the bearings so that the marked or sealed side faces out.

Lubrication

NOTE

- Since the front and rear hub bearings are packed with grease and sealed, they are not required to be removed for lubrication. Clean and grease the rear hub bearings.

Speedometer Gear Housing

Disassembly and Assembly

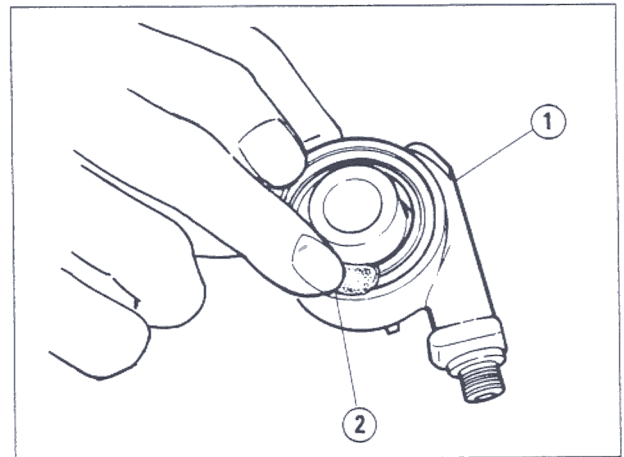
NOTE

- It is recommended that the assembly be replaced rather than attempting to repair the components.

- Install the speedometer gear housing so that it fits in the speedometer gear drive notches (see Front Wheel Installation).

Lubrication

- Clean and grease the speedometer gear housing.



1. Speedometer Gear Housing
2. Grease.